



CHAIRMAN OF THE JOINT CHIEFS OF STAFF INSTRUCTION

J-4

DISTRIBUTION: A, B, C, J, S

CJCSI 4120.02

15 April 2005

Current as of 6 November 2006

ASSIGNMENT OF MOVEMENT PRIORITY

References:

- a. Joint Publication (JP) 4-01, 19 March 2003, Joint Doctrine for the Defense Transportation System (DTS)
- b. CJCSI 4120.01 Series, "Uniform Materiel Movement and Issue Priority System-CJCS Project Codes and Materiel Allocation Policies During Crisis and War"
- c. CJCSI 4110.01 Series, "Uniform Materiel Movement and Issue Priority System-Force/Activity Designators"
- d. DOD Directive 4500.9E, 12 February 2005, "Transportation and Traffic Management"

1. Purpose. This Instruction provides guidance and directive authority on the methods to be used to prioritize DOD transportation in support of the National Military Strategy in accordance with the governance provided in reference a.

2. Cancellation. None.

3. Applicability. This document applies to the Chairman of the Joint Chiefs of Staff, Joint Staff, Services, combatant commanders and Defense agencies.

4. Policy

a. The effective use of DOD transportation resources to move passengers and cargo requires transportation priorities. These assigned priorities enable logistic managers to determine mode and sequence of movement in meeting both peacetime and wartime requirements as described in references b and c. The enclosure addresses the transportation priorities assigned for cargo and passenger requirements

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that require movement via common-user airlift and sealift resources under the DOD Transportation Movement Priority System.

b. Supersedes the guidance set forth in reference a to account for the importance of US homeland-related security requirements. Places deployment of assets in support of homeland defense and civil support in response to an actual attack or catastrophic event, including assets for force protection and consequence management, under the 1A3 priority code that includes programs approved by the President for top national priority.

5. Definitions. See Glossary.


6. Responsibilities. Per reference d, subparagraph 5.4, the Chairman of the Joint Chiefs of Staff shall prescribe a transportation movement priority system to allocate transportation resources among the competing elements when requirements exceed transportation system capability.

7. Summary of Changes. This document updates the movement priority system described in Appendix A of reference a, by moving homeland defense priorities ahead of other combatant commanders in accordance with the National Military Strategy.

8. Releasability. This instruction is approved for public release; distribution is unlimited. DOD components (to include the combatant commands), other federal agencies and the public may obtain copies of this instruction through the Internet from CJCS Directives Home Page--http://www.dtic.mil/cjcs_directives. Copies are also available through the Government Printing Office on the Joint Electronic Library CD-ROM.

9. Effective Date. This instruction is effective upon receipt.

For the Chairman of the Joint Chiefs of Staff:



NORTON A. SCHWARTZ
Lieutenant General, USAF
Director, Joint Staff

Enclosures:

A--Table of Priorities - DOD Transportation Movement Priority System

Glossary

Part I--Abbreviations and Acronyms

Part II--Terms and Definitions

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RECORD OF CHANGES

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ENCLOSURE

TABLE OF PRIORITIES - DOD TRANSPORTATION MOVEMENT
PRIORITY SYSTEM

1. This enclosure provides applicable word descriptions for priorities used in the management of DOD common-user airlift and sealift resources. An urgency of need or the existence of valid circumstances to use a priority other than normal channel lift must be established by competent authority before these priorities can be used.

2. The following list of priorities is in descending order. When requirements for lift exceed capability, lift managers should apply capability to the highest priority category first. All eligible traffic will be categorized into one of the following.

a. Priority 1A. Covers requirements in support of the following:

(1) 1A1--Presidential-directed missions: including support to the NAOC when operating in direct support of the President.

(2) 1A2--US forces and other forces or activities in combat designated by the Chairman of the Joint Chiefs of Staff in accordance with applicable SecDef guidance.

(3) 1A3--Programs approved by the President for top national priority including:

(a) Real-world contingency deployment operations supporting CONPLANS for special operations.

(b) Deployment of special category overseas law enforcement missions (this priority would also include redeployment of such missions, if the return of the aircraft to the United States were considered integral to mission accomplishment).

(c) Deployment of designated search and rescue teams when directed by the Secretary of Defense. This priority shall only be assigned to missions in which the immediate deployment could result in the saving of human lives.

(d) Deployment of assets in support of homeland defense and civil support in response to an actual attack, an anticipated imminent attack or time-sensitive response to a catastrophic event including assets required for force protection and consequence management.

(e) Special weapons.

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b. Priority 1B. Covers requirements in support of the following:

(1) 1B1--Missions specially directed by the Secretary of Defense including:

(a) Urgent contingency deployments (this priority is intended for deployment of forces supporting contingency operations of a sudden, time-sensitive nature and is not intended for routine, planned rotations of forces into theater).

(b) Redeployment of forces conducting real-world operations in support of CONPLANs for special operations (this priority is assigned as a result of the stringent reconstitution requirements placed on these assets).

(c) Routine law enforcement deployment missions.

(d) Time-sensitive deployment of Joint Strategic Reconnaissance Office-directed air missions.

(e) NAOC operations when not in support of the President.

(f) Validated minimal frequency channels.

(g) Patients requiring urgent or priority aero medical evacuation.

(2) 1B2--Units, projects or plans specially approved for implementation by the Secretary of Defense or the Chairman of the Joint Chiefs of Staff including steady-state contingency deployments. This priority is intended for deployment or rotation of forces supporting contingency operations of an enduring nature (including, i.e., planned rotations of aircraft squadrons, air expeditionary forces, missile battery equipment and personnel, communications support and security forces). Also includes real-world counterdrug deployments.

(3) 1B3--Covers requirements in support of all contingency redeployments, regardless of whether the deployment was urgent or steady state (except for forces deployed for routine aero medical evacuation missions).

c. Priority 2A. Covers requirements in support of:

(1) 2A1--US and/or foreign forces or activities deploying or positioned and maintained in a state of readiness for immediate combat, combat support or combat service support missions including CONUS-

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based units for exercise and training events directly related to CONPLANS for special operations.

(2) 2A2--Industrial production activities engaged in repair, modification or manufacture of primary weapons, equipment and supplies to prevent an impending work stoppage or to re-institute production in the event a stoppage has already occurred or when the material is required to accomplish emergency or controlling jobs and movement of aircraft in support of foreign military sales.

d. Priority 2B. Covers requirements in support of:

(1) 2B1--CJCS-sponsored exercises (under CJCS Exercise Program).

(2) 2B2--Combatant commander-sponsored exercises (under CJCS Exercise Program).

e. Priority 3A. Covers requirements in support of:

(1) 3A1--Readiness or evaluation tests when airlift is required in support of the unit inspection or evaluation tests including deployment missions for major command (or equivalent)-directed exercises or operations (fleet commanders for Navy, major Army commands for Army and Marine Forces, Pacific and Marine Forces, Atlantic for Marines).

(2) 3A2--US and/or foreign forces or activities that are maintained in a state of readiness to deploy for combat and other activities essential to combat forces.

(3) 3A3--Approved requirements channels.

f. Priority 3B. Covers requirements in support of joint airborne/air transportability training (JA/ATT), including:

(1) 3B1--Service training when airborne operations or air mobility support is integral to combat readiness (e.g., field training exercise, proficiency airdrop and air assault).

(2) 3B2--Requirements in support of:

(a) Combat support training (e.g., flare drops and special operations missions).

(b) Counterdrug training missions (deployment and redeployment).

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(3) 3B3--Service schools requiring airborne, airdrop or air transportability training as part of the program of instruction.

(4) 3B4--Airdrop and/or air transportability or aircraft certification of new or modified equipment.

g. Priority 4A. Covers requirements in support of:

(1) 4A1--US and/or foreign forces or activities tasked for employment in support of approved war plans and support activities essential to such forces.

(2) 4A2--Static loading exercises for those units specifically tasked to perform air transportability missions.

h. Priority 4B. Covers requirements in support of:

(1) 4B1--Other US and/or foreign forces or activities.

(2) 4B2--Other non-DOD activities that cannot be accommodated by commercial airlift.

(3) 4B3--Static display for public and military events.

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GLOSSARY

PART I — ABBREVIATIONS AND ACRONYMS

CJCS	Chairman of the Joint Chiefs of Staff
CJCSI	Chairman of the Joint Chiefs of Staff instruction
COCOM	combatant command (command authority)
CONPLAN	operation plan in concept format
CONUS	continental United States
CRAF	civil reserve air fleet
DOD	Department of Defense
GTN	Global Transportation Network
JA/ATT	joint airborne/air transportability training
JLOC	Joint Logistics Operations Center
JP	joint publication
NAOC	national airborne operations center
OSA	operational support airlift
OPCON	operational control
SecDef	Secretary of Defense
TCC	transportation component command
USTRANSCOM	United States Transportation Command

PART II — TERMS AND DEFINITIONS

air mobility--The rapid movement of personnel, materiel and forces to and from or within a theater by air. This includes both airlift and air refueling. (JP 3-17)

Air Mobility Command--The Air Force component command of the US Transportation Command. (JP 1-02)

allocation (transportation)--Distribution by designated authority of available transport capability to users. (JP 3-17)

apportionment--In the general sense, distribution for planning of limited resources among competing requirements. Specific apportionments (e.g., air sorties and forces for planning) are described as apportionment of air sorties and forces for planning, etc. (JP 1-02)

catastrophic event--A natural or man-made incident, including terrorism, that results in extraordinary levels of mass casualties, damage or disruption severely affecting the population, infrastructure, environment, economy, national morale and/or governmental functions. A catastrophic event could result in sustained national impacts over a prolonged period of time; almost immediately exceeds resources normally available to state, local, tribal and private-sector authorities in the impacted areas; and significantly interrupts governmental operations and emergency services to such an extent that national security could be threatened. (National Response Plan, December 2004)

civil reserve air fleet (CRAF)--A program in which the Department of Defense contracts for the services of specific aircraft, owned by a US entity or citizen, during national emergencies and defense-oriented situations when expanded civil augmentation of military airlift activity is required. These aircraft are allocated, in accordance with Department of Defense requirements, to segments, according to their capabilities, such as international long-range and short-range cargo and passenger sections, national (domestic and Alaskan sections) and aeromedical evacuation and other segments as may be mutually agreed upon by the Department of Defense and the Department of Transportation. (JP 3-17)

civil transportation--The movement of persons, property, or mail by civil facilities, and the resources (including storage, except that for agricultural and petroleum products) necessary to accomplish the movement. (Excludes transportation operated or controlled by the military as well as petroleum and gas pipelines.) (JP 1-02)

combatant command (command authority) (COCOM)--Nontransferable command authority established by title 10 ("Armed Forces"), United States Code, section 164, exercised only by commanders of unified or specified combatant commands unless otherwise directed by the President or the Secretary of Defense. Combatant command (command authority) cannot be delegated and is the authority of a combatant commander to perform those functions of command over assigned forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction over all aspects of military operations, joint training, and logistics necessary to accomplish the missions assigned to the command. Combatant command (command authority) should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and Service and/or functional component commanders. Combatant command (command authority) provides full authority to organize and employ commands and forces as the combatant commander considers necessary to accomplish assigned missions. Operational control is inherent in combatant command (command authority). Also called COCOM. (JP 0-2)

common use--Services, materiel, or facilities provided by a Department of Defense agency or a Military Department on a common basis for two or more Department of Defense agencies, elements, or other organizations as directed. (JP 1-02)

common-use container--Any Department of Defense-owned, -leased, or -controlled 20- or 40-foot International Organization for Standardization container managed by US Transportation Command as an element of the Department of Defense common-use container system. (JP 4-01.7)

common-user airlift service--The airlift service provided on a common basis for all Department of Defense agencies and, as authorized, for other agencies of the US Government. (JP 1-02)

common-user military land transportation--Point-to-point land transportation service operated by a single Service for common use by two or more Services. (JP 1-02)

common-user transportation--Transportation and transportation services provided on a common basis for two or more DOD agencies and as authorized, non-DOD agencies. Common-user assets are under the combatant command (command authority) of Commander, USTRANSCOM, excluding Service organic or theater-assigned transportation assets. See common use. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02).

contingency response program--Fast reaction transportation procedures intended to provide for priority use of land transportation assets by Department of Defense when required. (JP 4-01)

CONUS--United States territory including the adjacent territorial waters located within North America between Canada and Mexico.

Critical Infrastructure Protection--DOD program to identify and protect assets critical to Defense Transportation System. Loss of a critical asset would result in failure to support the mission of a combatant commander. Assets include worldwide DOD, commercial and civil physical and command, control, communications, computers and intelligence infrastructures. (Approved for inclusion in the next edition of JP 1-02).

Defense Transportation System--That portion of the Nation's transportation infrastructure that supports Department of Defense common-user transportation needs across the range of military operations. It consists of those common-user military and commercial assets, services, and systems organic to, contracted for, or controlled by the Department of Defense. (JP 1-02)

distribution--1. The arrangement of troops for any purpose, such as a battle, march, or maneuver. 2. A planned pattern of projectiles about a point. 3. A planned spread of fire to cover a desired frontage or depth. 4. An official delivery of anything, such as orders or supplies. 5. The operational process of synchronizing all elements of the logistic system to deliver the "right things" to the "right place" at the "right time" to support the geographic combatant commander. 6. The process of assigning military personnel to activities, units, or billets. (JP 4-0)

distribution system--That complex of facilities, installations, methods, and procedures designed to receive, store, maintain, distribute, and control the flow of military materiel between the point of receipt into the military system and the point of issue to using activities and units. (JP 1-02)

global transportation management--The integrated process of satisfying transportation requirements using the Defense Transportation System to meet national security objectives. The process begins with planning, programming, and budgeting for transportation assets, services, and associated systems and continues through delivery of the users' transportation movement requirements. (JP 4-01)

Global Transportation Network (GTN)-- The automated support necessary to enable US Transportation Command and its components to provide global transportation management. The Global Transportation Network

provides the integrated transportation data and systems necessary to accomplish global transportation planning, command and control, and in-transit visibility across the range of military operations. The designated Department of Defense in-transit visibility system provides customers with the ability to track the identity, status, and location of Department of Defense units and non-unit cargo, passengers, patients, forces, and military and commercial airlift, sealift, and surface assets from origin to destination across the range of military operations. The Global Transportation Network collects, integrates, and distributes transportation information to combatant commanders, Services, and other Department of Defense customers. Global Transportation Network provides US Transportation Command with the ability to perform command and control operations, planning and analysis, and business operations in tailoring customer requirements throughout the requirements process. (JP 3-17)

intermodal systems--Specialized transportation facilities, assets, and handling procedures designed to create a seamless transportation system by combining multimodal operations and facilities during the shipment of cargo. (JP 4-01)

intertheater airlift--The common-user airlift linking theaters to CONUS and to other theaters as well as the airlift within CONUS. The majority of these air-mobility assets are assigned to Commander, USTRANSCOM. Because of the intertheater ranges usually involved, intertheater airlift is normally conducted by the heavy, longer-range, intercontinental airlift assets, but may be augmented with shorter-range aircraft when required. Formerly referred to as "strategic airlift." (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02).

intertheater traffic--Traffic between theaters exclusive of that between the continental United States and theaters. (JP 1-02)

Joint Logistics Operations Center (JLOC)--The JLOC is the current operations division within the Logistics Directorate of the Joint Staff. It monitors crisis, exercises and interagency actions. The JLOC reviews deployment orders produced by the Operations Directorate of the Joint Staff for logistic issues and ensures the correct airlift priority code is assigned. (Approved for inclusion in the next edition of JP 1-02).

Joint Transportation Board--Responsible to the Chairman of the Joint Chiefs of Staff, the Joint Transportation Board assures that common-user transportation resources assigned or available to the Department of Defense (DOD) are allocated as to achieve maximum benefit in meeting

DOD objectives. Also called JTB. See also common-user transportation. (JP 4-01)

national emergency--A condition declared by the President or the Congress by virtue of powers previously vested in them that authorize certain emergency actions to be undertaken in the national interest. Action to be taken may include partial, full, or total mobilization of national resources. (JP 1-02)

operational control (OPCON)--Command authority that may be exercised by commanders at any echelon at or below the level of combatant command. Operational control is inherent in combatant command (command authority) and may be delegated within the command. When forces are transferred between combatant commands, the command relationship the gaining commander will exercise (and the losing commander will relinquish) over these forces must be specified by the Secretary of Defense. Operational control is the authority to perform those functions of command over subordinate forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction necessary to accomplish the mission. Operational control includes authoritative direction over all aspects of military operations and joint training necessary to accomplish missions assigned to the command. Operational control should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and Service and/or functional component commanders. Operational control normally provides full authority to organize commands and forces and to employ those forces as the commander in operational control considers necessary to accomplish assigned missions; it does not, in and of itself, include authoritative direction for logistics or matters of administration, discipline, internal organization, or unit training. (JP 0-2)

operational support airlift (OSA)--Operational support airlift (OSA) missions are movements of high-priority passengers and cargo with time, place, or mission-sensitive requirements. OSA aircraft are those fixed-wing aircraft acquired and/or retained exclusively for OSA missions, as well as any other Department of Defense-owned or controlled aircraft, fixed or rotary-wing, used for OSA purposes. (JP 4-01)

Service component command--A command consisting of the Service component commander and all those Service forces, such as individuals, units, detachments, organizations, and installations under that command, including the support forces that have been assigned to a combatant command or further assigned to a subordinate unified command or joint task force. (JP 0-2)

theater--The geographical area outside the continental United States for which a commander of a combatant command has been assigned responsibility. (JP 1-02)

theater-assigned transportation assets--Transportation assets that are assigned under the combatant command (command authority) of a geographic combatant commander. (JP 4-01)

transportation component command--The three component commands of United States Transportation Command: Air Force Air Mobility Command; Navy Military Sealift Command; and Army Military Traffic Management Command. Each transportation component command remains a major command of its parent Service and continues to organize, train, and equip its forces as specified by law. Each transportation component command also continues to perform Service-unique missions. Also called TCC. (JP 4-0)

transportation emergency--A situation created by a shortage of normal transportation capability and of a magnitude sufficient to frustrate military movement requirements, and which requires extraordinary action by the President or other designated authority to ensure continued movement of essential Department of Defense traffic. (JP 1-02)

transportation movement requirement--The need for transport of units, personnel, or materiel from a specified origin to a specified destination within a specified timeframe. (JP 4-01)

transportation priorities--Indicators assigned to eligible traffic that establish its movement precedence. Appropriate priority systems apply to the movement of traffic by sea and air. In times of emergency, priorities may be applicable to continental United States movements by land, water, or air. (JP 1-02)

transportation system--All the land, water, and air routes and transportation assets engaged in the movement of US forces and their supplies across the range of military operations, involving both mature and immature theaters and at the strategic, operational, and tactical levels of war. (JP 4-0)

United States Transformation Command--The unified command with the mission to provide strategic air, land and sea transportation and common-user port management for the DOD across the range of military operations. See global transportation network; single port manager; transportation component command. Also called USTRANSCOM. (This term and its definition modify the existing term and its definition and are approved for inclusion in the next edition of JP 1-02).

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